

September 10, 2009

### **Executive Departments Technical Comments on the Gaithersburg West Master Plan**

These technical comments are provided in connection with the County Executive's memorandum to Council President Andrews on the Gaithersburg West Master Plan. The Executive Branch Departments have reviewed the Planning Board Draft of the Gaithersburg West Master Plan and have provided comments that we hope will clarify and strengthen the objectives of the Draft Plan. Executive staff will be available to discuss these suggestions as the County Council reviews the Plan. We look forward to working with Planning Staff and the County Council on this Plan.

#### **Department of Environmental Protection**

The Plan has very little discussion of specific environmental issues at this "visioning" stage. The discussion on sustainability starting on page 20 is positive regarding preservation and enhancement of the natural environment; use of environmental site design and green building techniques; utilization of renewable energy; ensuring development encourages environmentally friendly modes of transportation, etc. Incorporating these things at the implementation stage is the critical issue.

DEP suggests that to assist with meeting the requirements of the County's new stormwater permit, it would be helpful if this (and other master plans) would include, to the extent possible, the existing amount of impervious surface, the amount of impervious surface without stormwater management controls, and estimations of the proposed amount of new impervious surface and the amount of the uncontrolled existing impervious surface that would be controlled through redevelopment.

## **Department of Transportation**

### **General Comments**

1. To ensure that the plan is in land use-transportation balance it is critical for the recommended transportation improvements to be implemented. It would be helpful for the plan to include illustrative figures showing its vision of how each of the transportation improvements can be implemented to provide a level of assurance regarding land use-transportation balance.

There are points of conflict between transportation improvements and environmentally sensitive areas which would need to be addressed in order to achieve the envisioned transportation network. Some of the transportation improvements need to be reconciled with “Environmental Features” highlighted in the LSC Open Space Network such as:

- the CCT Belward station
- the CCT Alt. A alignment
- the grade separated interchange between Key West Avenue (MD 28) and Great Seneca Highway (MD 119)
- the widening of Key West Avenue to 8 lanes
- the extension of Blackwell Road (B-1)
- new road B-2
- new road B-5
- new road B-8

Some of the transportation improvements assumed in the Draft Plan are located totally or partially within the boundaries of an incorporated municipality and will need to be coordinated with the municipality’s master plans to minimize a potential source of conflict:

- the grade separated interchange between Great Seneca Highway (MD 119) and Muddy Branch Road (totally in Gaithersburg)
- the grade separated interchange between Sam Eig Highway and Diamondback Drive (totally in Gaithersburg)
- the grade separated interchange between Key West Avenue (MD 28) and Shady Grove Road (partially in Rockville)
- the grade separation between Sam Eig Highway and Fields Road
- the extension of Rio Boulevard (A-23)
- the extension of Diamondback Drive (A-261b)
- the extension of Decoverly Drive (A-284)

Finally, some transportation improvements may potentially impact possible historic resources including:

- the CCT Belward Station
- Darnestown Road (MD 28)
- Oakmont Avenue Relocated (A-255)

2. One of the transit system recommendations is to develop express bus service using value-priced lanes from I-270 and the ICC. The value priced lanes are not included in the Constrained Long Range Plan for the Metropolitan Washington Region, and therefore, inclusion in the Draft is not appropriate. This raises some concern about the I-270 network that was tested since the Transportation Appendix states that the new concept of Express Toll Lanes on I-270 was assumed.
3. The Draft contains references to target speeds and specific design standards for roads in the planning area. All such language should be amended to be consistent with the standard wording which was recently worked out as part of the Germantown Sector Plan.
4. The Plan should contain additional figures that more specifically and clearly show the proposed configuration of, and right-of-way (land area) needed for, certain transportation facilities, particularly highway interchanges.
5. The Draft Plan references Design Guidelines that will be prepared to guide the development proposed in this Plan. MCDOT requests the creation of a process that would give MCDOT the lead, or approval authority, when it comes to application of the Design Guidelines as they relate to the configuration and standards for streets.
6. Specific technical and editorial comments are shown on the “Specific Comments” attachment.

#### Specific Comments

- |            |  |
|------------|--|
| p. 10      | add the InterCounty Connector to the figure  |
| p. 23      | recommend that the intent of the second bullet under “Buildings” be made more explicit by adding <u>wrapped by residential, office or retail space</u>                               |
| p. 30      | add bullets for the widening of Key West Avenue (MD 28) to 8 lanes, and for the two interchanges at MD 28 and Shady Grove Road, and MD 28 and MD 119                                 |
| p. 32 & 33 | move the “MD 28” labels in the figures from Darnestown Road to <u>Key West Avenue</u>  |
| p. 33      | add bullets for the widening of Key West Avenue (MD 28) to 8 lanes, and for the interchange at MD 28 and MD 119  |
| -          | add an interchange concept plan to show the impact on the forest area  |
| p. 37      | add bullets for the widening of Key West Avenue (MD 28) to 8 lanes, and for the three interchanges at MD 28 and MD 119, MD 119 and Sam Eig Highway, and MD 119 and Muddy Branch Road |

- p. 39            add bullets for the widening of Key West Avenue (MD 28) to 8 lanes, and for the three interchanges at MD 28 and Shady Grove Road, MD 28 and MD 119, and MD 119 and Sam Eig Highway
- add a grade separation symbol between Sam Eig Highway and Fields Road to the right hand Figure
- p. 42            the discussion about short, walkable block; street grid; roadway cross-sections; curb radii; multi-modal travel; traffic calming; etc. should be amended to reflect the Executive Regulation for Context Sensitive Roadway Design and operational considerations
- the Plan should not promote installation of special crosswalk pavements. The decision to implement such amenities should be on a case-by-case basis dependent on a variety of factors (such as site location, pedestrian volumes, proximity to significant pedestrian generators, traffic volumes and characteristics, etc.).
- p. 43            add labels to the Figure designating each of the master-planned roads.
- The Draft proposes to reconstruct Sam Eig Highway to include shoulders suitable for peak-period, peak-direction BRT. This may be a good idea, but how does it connect to the highway network/CCT? What is the proposed BRT network and service that would use Sam Eig?
  - delete “Great Seneca Highway” and replace with Darnestown Road in the bottom bullet, for consistency with the master plan roads Table
  - add a grade separation symbol between Sam Eig Highway and Fields Road to the Figure for consistency with Plan text
  - delete any proposed road or interchange totally or partially within a municipality unless said facility is also shown on that municipality’s master plan; MNCPPC does not have planning jurisdiction within these municipalities and this Draft should not over-represent the potential transportation network
- p. 44            revise the first complete bullet to state – Construct grade-separated interchanges at three LSC locations: Great Seneca Highway at Muddy Branch Road, Great Seneca Highway at Key West Avenue, and Key West Avenue at Shady Grove Road
- revise the second complete bullet to state – Delete the proposed grade separated . .
  - revise the third complete bullet by completely deleting the phrase “signed shared roadways/on road bike paths (Class III bikeways along local streets)” because it is duplicative of, and less accurate than, the following phrase
  - delete the second bullet under Recommendations regarding express bus service using value-priced lanes from I-270 and the ICC. The value priced lanes are not

- included in the Constrained Long Range Plan for the Metropolitan Washington Region, and therefore, their inclusion in the Plan is not appropriate.
- *...particularly relieving the requirement for smaller properties to self-park.* If the smaller properties are not developed at the same time as larger properties it would seem very difficult to successfully relieve them of any parking requirements.
  - *delete Define public garage sites at Preliminary Plan for publicly owned properties...* If publicly owned properties in the PSTA are redeveloped as a residential area as recommended in the Draft Plan a public parking model is unlikely to be sustainable and would not meet the needs of the residential community.
- p. 52 & 53      the maps should identify the possible CCT maintenance shops and yard alternatives and the Master Plan should identify the candidate locations
- p. 55            delete “and provide for a transit station co-located with the MARC station in the City of Gaithersburg” in the third bullet at the top of the page; this location is outside of the McGown Property, and the planning area
- p. 57            add a figure showing the detailed location of the Deer Park (Humpback) Bridge in relation to the master planned alignment of Oakmont Avenue relocated (A-255)
- there is a discrepancy between the limits of Oakmont Avenue shown in the second bullet at the top, and the limits of Oakmont Avenue shown in the Table on page 72; in any case the limits on this page are incorrect and need to include a bridge over the CSX railroad
- p. 60            add text pertaining to the County’s position on future annexation of the Washingtonian Light Industrial Park enclave area
- add text and Figures for two other enclaves; Washingtonian Residential and Hi Wood
- p. 63            the Plan recommends establishing CR zoning, but except as part of the CR Zone plan, parking is not addressed
- p. 65            the complete exemption of health care services development from Stage 1 requirements is too open ended
- p. 66            the complete exemption of health care services development from Stage 1 requirements is too open ended

- p. 67      revise color of Stage 1 highlight from yellow to brown for consistency with the Bar Chart
- p. 69      add a bullet to state – Increase the number of lanes on Key West Avenue within the Plan Area to 8
- p. 70      delete any proposed road or interchange totally or partially within a municipality unless it is also shown on that municipality's master plan;  
 -      add a grade separation symbol between Sam Eig Highway and Fields Road to the Figure for consistency with Plan text  
 -      it would be helpful if the transportation figure could be enlarged for legibility
- p. 71      add a listing for "F-9" I-370 to the Freeways  
 -      revise the Limits of the first M-15 listing to state – "Darnestown Road (MD 28) to Decoverly Drive (extended)" for consistency with and to avoid overlapping the third M-15 listing  
 -      delete the third M-22 listing; it duplicates the CM-22 listing  
 -      revise the Limits of the first M-26 listing to state – Great Seneca Creek to Longdraft Road"; for consistency with and to avoid overlapping the second M-26 listing  
 -      revise the second M-26 listing to show West Diamond Avenue for the Name and 6 [only] for the number of Lanes  
 -      delete the M-28 listing; it duplicates the CM-28 listing  
 -      change the column heading to state "Design Speed" and add the appropriate footnote as agreed upon for the Germantown Sector Plan  
 -      recommend Design Standard #2008.10 for Shady Grove Road due to dual bikeway proposed
- p. 72      revise the Limits for A-255 to provide more clarity and specificity about the bridge over the CSX Railroad  
 -      revise the Limits for the first listing of A-261b to state – Plan Boundary to Key West Avenue  
 -      add a second listing for A-261d for Johns Hopkins Drive from Decoverly Drive to MD 28  
 -      revise the Limits for the listing of A-284 to state – Muddy Branch Road to Plan Boundary;  
 -      Add the column header for "Lanes"  
 -      change the column heading to state "Design Speed" and add the appropriate footnote as agreed upon for the Germantown Sector Plan

- recommend Design Standard #2004.10 with reduced width buffer for Shady Grove Road due to dual bikeway proposed
  - add Design Standard #s for Riffle Ford Road and Oakmont Avenue
  - clarify what “(needs SUP)” means
  - recommend Design Standard #2004.01 for Decoverly Drive east of MD 119, Medical Center Drive, and Diamondback Drive due to bicycle facilities on these roads
- p. 73      revise the Limits for the third listing of B-1 to state – Darnestown Road to Great Seneca Highway
- specify the Limits of all roads listed from B-2 through B-15; “proposed new road” is inadequate
  - add a listing for I-1 Gaither Road
  - change the column heading to state “Design Speed” and add the appropriate footnote as agreed upon for the Germantown Sector Plan
- p. 74      change the column heading to state “Design Speed” and add the appropriate footnote as agreed upon for the Germantown Sector Plan
- delete the third bullet under “Recommendations”; this is an operational issue
- p. 77 & 78      the LSC needs to have more on-road designated master planned bikeways, for example along SP-59, LB-1 and LB-4 plus a dual bikeway along Oakmont Avenue

## **Department of Economic Development**

1. **Annexation:** As the developer of the Shady Grove Life Sciences Center (SGLSC), the Department of Economic Development is strongly opposed to any efforts to annex the property by any jurisdiction. As the Plan notes, the County has invested significant resources in the SGLSC over the past 25 – 30 years, and annexation would result in a substantial loss on this investment, as well as County tax revenues.
2. **LSC Central District:** The Department of Economic Development strongly supports the Plan's recommendation to rezone the entire LSC Central District to the proposed amended LSC zone. The revised LSC zone will allow for more flexible, mixed-use development and help achieve the Plan's goals of creating a vibrant live-work community.
3. The Department of Economic Development supports the Plan's recommendation that the Public Safety Training Academy site (PSTA) be zoned under the proposed CR zone. DED further recommends that the zoning for the current incubator site at the intersection of Darnestown Road and Great Seneca Highway remain LSC zone or CR 1 C1 R1 H110 to allow the greatest flexibility possible for redevelopment based on market conditions, and to help provide a transition from the LSC Central District to what is envisioned to be predominantly residential on the PSTA site.
4. **Parcel Y** – a 6.5 acre County-owned site at the intersection of Shady Grove and Darnestown Roads - has been selected as the location for a new County fire station. The land abuts several privately held properties in the LSC Central District whose owners have expressed interest in expansion. DED recommends that Parcel Y be rezoned to the amended LSC zone. This will allow for flexibility for future development in the event that the fire station does not require all 6.5 acres and a small portion of the site can be acquired by one or more adjacent property owners.
5. **Staging Plan:**
  - **Stage 2:** Before any Stage 2 new commercial development can occur (a total of 2.8 million square feet), the Staging Plan calls for full funding in the County six year CIP or state CTP of the CCT from the Shady Grove Metro Station to Metropolitan Grove. It also requires full funding to relocate the PSTA from the LSC West District. DED is concerned that linking Stage 2 development to these funding requirements could unnecessarily delay this important phase in realizing the Plan's vision.
  - **Stage 4:** Before Stage 4 development (4.5 million square feet – the largest tranche) can proceed, the Staging Plan requires the entire CCT from Shady Grove to Clarksburg to be operational, and that several new interchange projects are either completed or fully-funded. DED believes that linking the completion of the CCT will be a strong disincentive to the private sector to invest in the Plan area. The department suggests that the Council consider less stringent Stage 4 requirements. One alternative, for example,



might be to require that the CCT be fully funded – though not constructed – before Stage 4 development can move forward.

6. CIP Projects: It is not clear if any of the CIP projects listed on page 81 of the Plan already have partial funding commitments. It would be useful to add a column with this information.

## **Department of Housing and Community Affairs**

The Department of Housing and Community Affairs has reviewed the Planning Board Draft Gaithersburg West Master Plan. The Department supports the Plan's recommendations to expand residential uses in the Life Sciences Center (LSC) and surrounding Plan areas.

DHCA commends the Planning Board for its policy discussion on housing (p. 21) in the Gaithersburg West area, and several additional references elsewhere in the plan. Housing has not been a permitted use in the LSC, the area that makes up the bulk of the developable land in the Plan area. This plan proposes a residential community of 2,000 units on the site of the Public Services Training Academy. Also, the plan recommends housing as a secondary use in the LSC Central district, with a potential yield of an additional 3,750 units. DHCA supports these Plan recommendations.

Outside the LSC, but in the Gaithersburg West Plan area, the plan notes (p. 40), that "housing would also be compatible" in the 13 acre Rickman R&D site. The Plan proposes PD-22, Planned Development zoning, and supports a waiver of the percentage requirements for dwelling unit types to encourage smaller, denser residential development. DHCA supports this proposed consideration of PD zoning on the Rickman site.

The Draft Gaithersburg West Master Plan Land Use and Zoning recommendations (p. 29) include:

- Amending the LSC Zone to allow mixed use development and greater height and density, and
- Allowing 30 percent of the permitted FAR in the LSC Central Area to be used for housing.

DHCA supports these recommendations.

## **Department of Health and Human Services**

The Department of Health and Human Services (DHHS) notes that the vision for a Life Sciences Center in Gaithersburg is one of a live/work/shop community. Consistent with its mission of ensuring the health and safety of County residents, DHHS supports the recommendations for promoting “alternatives to car use for local trips”, preserving water and air quality, and acquiring a site for a new local public park (p. 2).

### Housing

While the “primary goal” of the plan is to create a world class life sciences center, the achievement of County “housing goals” is also cited (p. 17). While this presumably involves Moderately Priced Dwelling Units and workforce housing, the plan would benefit from an enhanced discussion of which goals are being referenced and who is responsible for meeting them.

### Health

There are many notable (p. 21) direct and indirect physical and mental health benefits that can be realized from land use planning. As noted in the draft (p. 6 and throughout), the determinants of a healthy community include “walkability”, active and passive recreation, and the availability of medical services. DHHS is working to develop even more specific health and quality of life indicators within the framework of the built environment. This is consistent with the discussion of future “quality of life indicators” other than traffic and school capacity when considering growth issues (p. 65).

### Employment

As the stated “centerpiece of the Plan’s vision,” (p. 61), the development of the Corridor Cities Transitway is certainly related to the provision of new housing and increased jobs. Employment projections related to the staged transit-oriented development should be more explicit. This alignment is made even more important with the proposed future analysis of the “jobs to housing balance” (p. 65).

## **Department of Fire and Rescue Services**

MCFRS is supportive of the draft plan, including the recommended siting of the Travilah Fire Station and the relocation of the Public Safety Training Academy (PSTA). DFRS provides the following comments specific to certain detailed aspects of the draft plan. The comments pertain mostly to fire department access and response time concerns associated with planned development.

Foremost MCFRS wholeheartedly endorses the plan's recommendation for locating the Travilah Fire Station at the County-owned vacant property on the northwest quadrant of the Darnestown Road/Shady Grove Road intersection. This is a centrally-located site from which to serve the area's fire, rescue, and emergency medical services (EMS) needs. It has been determined that a four-bay station will fit on the site and that primary egress/ingress will be along Darnestown Road. A station located on this site will serve the community well.

Likewise the Department endorses the recommended relocation of the PSTA to the Webb Tract site. We look forward to the construction of a modern PSTA that meets the future needs of the County's public safety departments, including the Fire and Rescue Service.

To provide the appropriate fire and rescue services to this area of the County, the Travilah Fire Station should be placed in operation early in the development of this area. Absent this station, fire, rescue, and emergency medical related risk associated with future residents and property will result in even greater risk than that which exists today. The Travilah Station will provide suppression, EMS, and rescue services within adopted response time goals; thus reducing risk to acceptable levels in and around the expanded Life Sciences Center and future Crown Village community (City of Gaithersburg) as well as in Fallsgrove (City of Rockville), Traville, and other existing communities in the area.

## **SPECIFIC COMMENTS**

### Fire Station

**Pages:** 25, 81 (table of proposed CIP projects)

**Excerpt:** "Accommodate a fire station on the northwest corner of Shady Grove Road and Darnestown Road."

**Comment:** MCFRS endorses the plan's recommendation for a fire station to be located within the LSC-Central District at the intersection of Darnestown and Shady Grove Roads. Likewise, MCFRS endorses the inclusion of the Travilah Fire Station in the table of proposed CIP projects on page 81 (page lacks a number) and supports the station's completion in conjunction with Stage 1 development as shown in the table.

### PSTA Relocation

**Page:** 27

**Excerpt:** “The plan supports relocating the PSTA and redeveloping the site....”

**Comment:** MCFRS supports the plan’s recommendation for relocating the PSTA and redeveloping the property. The PSTA needs to be relocated to the Webb Tract as it is a suitable, equivalent, centrally-located site.

### Street and Intersection Design

**Pages:** 18, 38, 39

**Excerpts:**

- “Pedestrian-oriented street grid”
- “Business district streets are two lanes with parking on one side (60 ft right-of-way) or both sides (70 or 100 ft right-of-way) and should include curb extensions at crosswalks to further reduce pedestrian exposure to vehicular traffic.”
- “Design local streets and intersections with pedestrian-friendly characteristics such as minimal corner radii, special crosswalk pavement, wide sidewalks, and street trees.”

**Comment:** Fire department access requirements must be met per Montgomery County Code, Chapter 22 and National Fire Protection Association (NFPA) Standard #1, Chapter 18. In addition, size, height, and spacing of street trees must allow for aerial apparatus access to building windows, particularly where buildings are over three stories in height. Per fire code, fire department access must be maintained as follows:

- 20 ft minimum clear travel width not including parking lanes or bicycle lanes. Minimum clear travel width increases to 28 ft when there is on-street parking on one side and to 36 ft when on-street parking is on both sides; more if necessary to allow for dedicated bicycle lanes.
- Minimum interior turning radii of 25 ft, exterior turning radii of 50 ft
- Roads planned as shared-use paths should have increased width for safe bicycle use alongside parked cars as well as width required for large fire department apparatus.

### Grade Separations

**Page:** 39

**Excerpts:** “Construct urban diamond, grade-separated interchanges at three LSC locations: Great Seneca Highway over Muddy Branch Road, Great Seneca over Key West Avenue, and Key West Avenue over Shady Grove Road.” “...this realignment may require CCT grade separations at Key West Avenue and Great Seneca Highway”

**Comment:** MCFRS supports these proposed grade-separated interchanges, as they aid traffic movement at major bottlenecks which improves fire-rescue response times.

### Commercial-Residential Zone

**Pages:** 27-28, 35

**Excerpt:** “CR Zone is recommended for the PSTA and PEPCO parcels .....” “Rezone DANAC from the I-3 Zone to the CR Zone.”

**Comments:** The following comments are related directly to the draft ZTA addressing Commercial-Residential Zone establishment dated 6/16/09, provisions of which are recommended in the Gaithersburg West Master Plan:

- **Curb Cuts** [ZTA Section 59-C-15.55, p. 10]:

Excerpt: “Curb cuts to a street must be minimized to no more than 20 feet in width for two-way traffic or two drive aisles each of no more than 10-ft width for one-way traffic.....”

Comment: This provision would not allow adequate width for large fire-rescue vehicles to make the turn from the street, more so if the street is lined with cars parked next to the curb. The largest MCFRS vehicle (i.e., aerial unit) requires a “wall to wall” turning radius of 40 feet – twice the width of the maximum curb cut called for in the draft C-R Zone ZTA.

Sufficient and adequate access points to and around buildings - made possible by curb cuts and access ways - must be provided and be as unrestricted as possible to allow access by fire-rescue vehicles. This is particularly important to the proper tactical positioning of large fire apparatus (i.e., pumpers and aerial units) around buildings to execute fire suppression operations and exterior rescues.

- **Alley Access** [ZTA Section 59-C-15.55, p. 10]

Excerpt: “When a site is adjacent to an alley, the primary vehicular access to parking facility must be from that alley.”

Comment: Fire department access is required for all structures. If an alley serves as fire department access to a parking structure, it must meet fire department access requirements for width and turning radii.

- **Parking** [ZTA Section 59-C-15.55, pp. 7 & 10; and Section 59-C-15.733, p. 18]:

Excerpts: “On-street parallel parking,” “on-street parking,” and “parking at the minimum”

Comment: Recent M-NCPPC practice, in an effort to encourage reduced off-street parking in favor of on-street parking has allowed on-street parking to count toward required parking minimums. If on-street parking is necessary to achieve parking minimums, then the street must be sufficiently wide to accommodate both through-travel (by large vehicles such as fire department apparatus) and parked vehicles. Per Fire Code, fire department access must be maintained as follows:

- 20 ft minimum clear travel width not including parking or bicycle lanes. Minimum clear travel width increases to 28 ft when there is on-street parking on one side and to 36 ft when on-street parking is on both sides; more if necessary to allow for dedicated bicycle lanes. Residential streets serving single-family homes, however, can be 26 ft wide with parking on one side only, but must provide 50 ft-long “no parking” zones every 300 ft to provide operational space for fire department apparatus.
- Minimum interior turning radius of 25 ft, exterior turning radii of 50 ft

- Roads planned as shared-use paths should have increased width for safe bicycle use alongside parked cars as well as width required for large fire department apparatus.

Another issue with minimal off-street parking is that no overflow parking is available, thus increasing the occurrence of parking infractions that often lead to restricted emergency vehicle access along streets and along ingress/egress points to any surface parking lots.

- **Trees** [ZTA Section 59-C-15.769, p. 29]:

Excerpt: “Tree canopy”

Comment: Size, height, and spacing of trees planted next to buildings (e.g., along streets, in parking lots, etc.) must allow adequate access for the positioning of aerial ladders and ground ladders to building windows, particularly where buildings are over three stories in height. Poorly placed trees greatly restrict aerial apparatus operations at taller buildings. Tree location and density must be strategically planned to minimize these conflicts.

## **Department of Public Libraries**

MCPL does not see a need for a public library in the Gaithersburg West area as that area will be served by the new Shady Grove Library and would currently be served by the Gaithersburg, Quince Orchard and Rockville Libraries. However, the Department would be open to partnering with any of the colleges that might be involved in developing the research library that has been proposed. We may be able to offer programming in exchange for public access to the special collections this research library may offer on science and biotechnology. We also see the collaboration as a way of maximizing public funding options for libraries in the future.

Because this plan does include the western Quince Orchard neighborhoods and enclave areas, please note that we expect to address concerns about the current size of the Quince Orchard Library (on Quince Orchard Road) during our upcoming Facilities Strategic Planning process. Due to the heavy usage of this library and the restrictions on the size of the library possible on the current site, we will be evaluating whether it would be advisable, due to anticipated service and program plans, to consider moving the library to another location that would allow for a larger size building.



## Upcounty Regional Services Center

1. Although the plan suggests that the future North Potomac Community Recreation Center can serve this new community, the plan also suggests that developers will provide recreational and open spaces within the LSC area with private funding. Past experience indicates that developers may very well request the County's participation in financing strategies (i.e. development district) to assist them with amenities. Even if such amenities are provided at their costs, ongoing maintenance may become an expectation of county government. A decision should be made early as to how such partnerships should be structured so that all parties --the County, community and developers --can benefit from them.
2. Similarly, a library is suggested with private funding. How and when that funding is available for this public facility would not be within the County's control, but dependent on the market economy and developer's success as we have experienced in Clarksburg.
3. Gaithersburg West will be a world-class community. Businesses and residents will probably demand an enhanced level of streetscape and roadway maintenance. A maintenance service program may be required and the open campus-like layout may be more costly than the more condensed town center usually found in the county. One service district scenario has been forwarded to OMB for consideration. Potential boundaries for such a district should be proposed early so that property owners/developers will be informed.
4. Successful implementation - Will the "district" format truly allow and encourage a coming together of the various sectors of this focused community (i.e. academic, commercial office, research labs, retail, and residential) as opposed to a more integrated design where energy, synergy and a sense of interdependency might provide sustainability more naturally?
  - a. Retail, amenities and service industries may not get established quickly enough to support the residents and office employees who will more than likely be in place first.
  - b. A substantial increase in commercial development is allowed only after the Corridor Cities Transitway (CCT) receives full funding for its first phase. Experience with the neighboring Germantown plan indicates that property owners/developers may be unwilling to wait for such a significant commitment on the CCT.
  - c. The LSC is such a significant project with: a) five distinct "neighborhoods;" b) a major economic development initiative; and c) the opportunity to establish a prominent global presence, that supervision is needed as the plan is implemented similar to that for King Farm and The Kentlands communities. A "project manager" should be designated to provide consistent and competent oversight of the implementation of the plan.